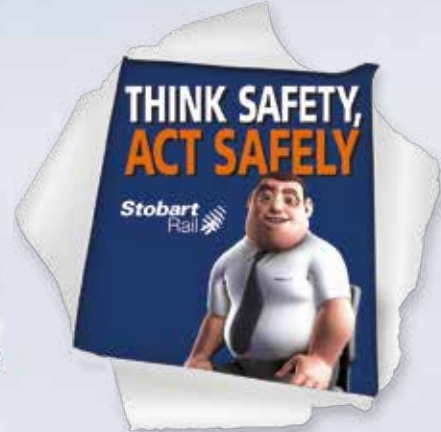




# Rail Staff

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CAREERS

## IN WITH THE NEW

THAMESLINK'S NEW YEAR RESOLUTION

PAGE 20



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Britain  
moving this  
winter

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## Slip Pavers



Stobart Rail has made a major investment in specialised construction plant for laying, curing and texturing concrete slabs. They are called slip pavers and follow-up machines. The pavers (Wirtgen SP954 and Power Paver 3000) can place and level concrete bays, four meters by nine meters wide and up to 500mm deep.

The design of the slip paver makes it possible to lay the concrete either with steel reinforcing or unreinforced and without the need of any shuttering, thus allowing the paver to lay up to 100m<sup>3</sup> of concrete an hour.

The follow-up machine (TCM 95) is a self-propelled texture curing machine which follows on from the slip paver applying the surface texture. To complete the cycle, a broom lightly brushes the newly laid surface to which a curing agent is sprayed on.

For further information, please email: [graeme.wharton@stobartrail.com](mailto:graeme.wharton@stobartrail.com)



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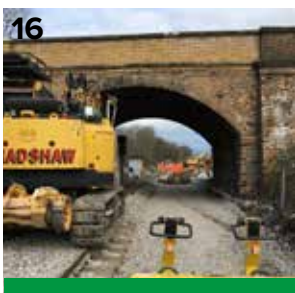
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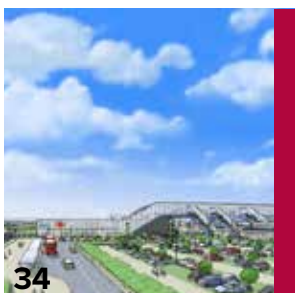
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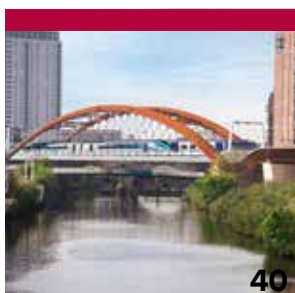
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More than 1,200 hopefuls applied to join the industry's first train driver apprenticeship scheme launched by Virgin Trains.



44

# Time to upgrade your wiper system?



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# Holiday cheer

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**It's the time of year when the decorations go up around the office and things start to slow down. By contrast, the run up to Christmas is one of the busiest periods for those who work on the railway, as plans are meticulously drawn up to deliver essential maintenance and renewals while the network has its annual festive slumber.**

In the RailStaff office, a new issue means a new editor. Last month, Andy Milne stepped down after 20 years at the helm, leaving sizeable shoes to fill.

Having been a part of the RailStaff editorial team

for the past five years, it's a privilege for me to assume the editorship and ensure we continue to represent and reflect the industry that we're all so passionate about.

One of the highlights of production week for me has always been reading Andy's editorial to see how he was going to interlace his observations about the burning industry debate of the time within a much wider piece of political and social commentary. Invariably he would manage it.

Thankfully, it's not too difficult to see the wider significance of the stories featured in our December issue. Projects like the Northern line extension and Ordsall Chord, both of which have reached important milestones, are changing the physical landscape of Britain's rail network.

For the Thameslink Programme, this Christmas is particularly important. When the railway reopens on January 2, the infrastructure works outside of London Bridge station will be officially completed. I was fortunate enough to be able to see some of the preparatory works for the Christmas closure and speak to project director Mark Somers, who is clearly proud of the effort put in by his entire team.

Despite the complexity of

the works, the project has hit all its major milestones. Sadly, media reports about the full timetable being delayed until 2019 may have given the public a different impression.

Christmas will also be a busy time for engineers delivering the electrification and resignalling works between Blackpool and Preston. Those delivering that scheme may have seen Freightliner site driver Steve Cokayne - train driver by day, Invictus Games powerlifter by night. Fresh from representing Great Britain in Toronto, we went to see Steve at his gym in Hinckley as he begins training for next year's competition.

This month, we've also looked at the East Midlands devolution plans, and we've found out more about the modern rail industry's first-ever train driver apprenticeship programme.

It's heartening to end the year with so many stories of success. No doubt there will be more to tell in 2018.

Best wishes to everyone over the holiday season. If you're one of the tens of thousands of staff working on track over the Christmas and New Year break then stay safe and keep up the good work. ●

marc@rail-media.com

	December											January	
	Fr 22	Sa 23	Su 24	Mo 25	Tu 26	We 27	Th 28	Fr 29	Sa 30	Su 31	Mo 1	Tu 2	
Blackfriars	✓	x	x	x	x	!	!	!	x	x	x	✓	
Cannon Street	✓	x	x	x	x	x	x	x	x	x	x	✓	
Charing Cross	✓	x	x	x	x	x	x	x	x	x	x	✓	
City Thameslink	✓	x	x	x	x	x	x	x	x	x	x	✓	
Farringdon	✓	x	x	x	x	x	x	x	x	x	x	✓	
London Bridge Southern and Thameslink	✓	!	!	x	x	!	!	!	!	!	!	✓	
London Bridge Southeastern	✓	x	x	x	x	x	x	x	x	x	x	✓	
St Pancras	✓	!	!	x	x	!	!	!	!	!	!	✓	
Victoria	✓	!	!	x	!	!	!	!	!	!	!	✓	
Waterloo	✓	!	!	x	x	!	!	!	!	!	!	✓	
Waterloo East	✓	x	x	x	x	x	x	x	x	x	x	✓	

✗ No services    ! Amended timetable. Check before you travel    ✓ Services running normally

# A very orange Christmas

**Network Rail estimates that around 32,600 members of staff will be out this Christmas delivering a £160 million programme of works.**

While 95 per cent of the network will be unaffected, Network Rail has said 50 per cent more work will be carried out than last year - a total of 260 projects split across 3,400 worksites.

Mark Carne, chief executive of Network Rail, said: "Thousands

of passengers are on the cusp of seeing their rail journeys transformed in the months ahead as our massive £50bn Railway Upgrade Plan reaches its final stages with the introduction of thousands of new services, now, just around the corner.

"This Christmas will see over 30,000 dedicated and hardworking railway people working round the clock to deliver a bigger and better railway for the millions of people who rely on it every day." ●



## Tree-mendous display at St Pancras



**The centrepiece of St Pancras station's festive display - a 47ft Christmas tree interlaced with 15,000 flowers - has been unveiled.**

Designed by florists Moyses Stevens, the tree's branches have been adorned with hydrangeas, delicate anemones, amaryllis, orchids and dianthus.

More than a thousand man hours were needed to put the tree up and it will remain on show on the station concourse until January 3.

Gemma Kavanagh, from Moyses Stevens, said: "The unveiling of the St Pancras International Christmas tree is eagerly awaited each year, so we were thrilled to be given

the responsibility to create this year's show-stopping spectacle. We pride ourselves on creating luxurious, detailed floral displays so we spent a great deal of time experimenting and planning to create a finished tree that will wow visitors to the station. We hope our creation will help fuel the trend for floral Christmas trees, inspiring even more people to enjoy having flowers in their home this winter."

In 2011, St Pancras had a Christmas tree built out of Lego bricks. This was outdone in 2015 with a tree made up entirely of Disney stuffed toys.

Visitors to the station are being encouraged to share their photos of the tree using the #JingleBlooms hashtag. ●

## Infrarail 2018 picking up speed ahead of ExCel return

**Infrarail 2018, the UK's leading exhibition of railway infrastructure equipment, products and services, is now just over five months away.**

The biennial event returns to ExCel London in the capital's Docklands from May 1 to 3 - and with more than 120 exhibitors already signed up, it promises to be one of the biggest in recent years.

Over 16 per cent more space has already been sold compared to this stage in the Infrarail 2016 campaign. It is that growth that has exhibitors excited ahead of the 12th edition of the series, which has firmly established itself as one of the highlights of the rail industry's calendar.

The event will showcase the very latest railway infrastructure technology and expertise, with a list of high-profile organisations exhibiting, including HS2, the Railway Industry Association, CEEQUAL, Rail Baltica, the Permanent Way Institution, RISQS and the Rail Supply Group as well as a broad spectrum of companies representing the entire supply sector.

Infrarail 2016 featured 240 exhibitors, including those in the CITE Hub, while 5,300 industry

professionals attended the show. Many exhibitors reported securing key new contacts and valuable new business leads, with 97 per cent achieving their pre-show participation targets.

Kirsten Whitehouse, exhibition manager for Infrarail 2018, said: "We are very excited by the continued growth shown by Infrarail in recent years, and anticipate another busy schedule next year.

"2016's show was a triumph and we fully expect next year's event to be an even bigger success as hundreds of exhibitors from across the full range of sectors provide valuable insights into their markets.

"Infrarail 2018 will once again provide a friendly and engaging platform for rail industry professionals to meet, network, and do business while also discovering the rail sector's latest technologies and innovations."

As well as the opportunity for networking, viewing products and exchanging ideas with exhibitors, Infrarail 2018 will offer keynote speeches by leading figures, plus industry seminars, project briefings and discussion groups - all free to attend.

Entry is free for pre-registered visitors - registration opens in January 2018. For more information, visit [www.infrarail.com](http://www.infrarail.com) ●





# Strategic shakeup

**Splitting up the existing Great Western franchise and creating a new West of England operator is one of several ideas put forward in the Government's new Strategic Vision for Rail.**

The news was accompanied by an announcement that the Department for Transport (DfT) plans to exercise an option to extend the current Great Western franchise by 12 months and begin talks for a direct award contract to extend the contract by another two years.

As well as splitting up the Great Western franchises, the DfT is considering breaking up the Thameslink, Southern and Great Northern franchise. The result would be a greater number of smaller train operators which, the DfT believes, will be able to better serve their routes.

## West of England franchise

A consultation discussing the future of the Great Western franchise has been published which indicates that the Government is considering whether to split the current franchise into two from 2022 and create a separate West of England franchise. The Great Western franchise in its current form was created in 2006 by combining the Great Western, Wessex and Thames Trains franchises.

The Government has described its Strategic Vision for Rail as an approach which will help bring track and train closer together. A new body which combines the current East Coast train operator (Stagecoach/Virgin) and Network Rail called the East Coast Partnership will jointly operate services and manage track operations from 2020 - three years before the current franchise is due to end. The same approach will be taken with the new South Eastern franchise, for which the DfT has now published the invitation to tender, and the future East Midlands franchise.

Critics have described the new East Coast Partnership model as a bailout for Virgin Trains East Coast. Under the current contract, the bulk of its premium payments were due in the final three years of the franchise. However, those figures were based on the delivery of infrastructure works that have now been deferred.

Transport Secretary Chris Grayling also indicated that the Government would be looking to reopen more of the regional rail routes that were mothballed in the 1960s as part of the Beeching cuts. The DfT said proposals were already on the table to restore passenger services on suburban lines around Bristol, a freight route through Birmingham, the Okehampton to Exeter line and between Blyth and Ashington in County Durham.

continued on page 8...

## Hull's royal welcome

**Hull Trains and TransPennine Express helped to welcome Queen Elizabeth II at Hull Paragon station.**

Station manager David Hatfield welcomed her Majesty the Queen as she alighted the Royal train at the start of her city visit on November 16.

David said: "On behalf of TransPennine Express, I'd like to say how thrilled we were to host Her Majesty on what was a very special day for Hull."

"As you can imagine, lots of planning went into the event and we worked closely alongside Hull City Council and Hull UK City of Culture 2017 to ensure things ran smoothly on the day."

"It was a real honour to meet the Queen and welcome so many visitors." ♦





...continued from page 7

Stephen Joseph, chief executive of Campaign for Better Transport, said: "Not so long ago, rail policy was about how many lines and stations should be closed. Now it's Dr Beeching in reverse, with the Government looking at where lost lines can be reopened to connect communities and support jobs and housing."

"Today's announcement is great news for places across the country who were cut off by Dr Beeching, but it is desperately difficult to reopen a rail line. This announcement needs to be backed both with new investment and a commitment to guiding local authorities through the sometimes labyrinthine processes of the railway."

### Reshaping franchises

Chris Grayling said: "The last few years have seen massive growth on Britain's railways. This industry has reversed decades of decline under British Rail, delivered new investment and new trains, and doubled the number of passengers."

"But now we need to build on that success by building a new model for the 2020s and beyond, one more able to deal with the huge rise in passenger numbers and the challenges

of an increasingly congested network."

"Rail passengers deserve a more reliable, more efficient service – and I will deliver it by ending the one-size-fits-all approach of franchising and bringing closer together the best of the public and private sector."

Reacting to proposals for the Great Western franchise beyond 2022, a Great Western Railway (GWR) spokesperson said: "With huge potential revenue growth anticipated in the future and, with further potential new services proposed to grow the business further, it is likely GWR would become the biggest rail franchise in the UK. In this context, we understand the DfT's desire to explore changes to the shape of the franchise."

"At this stage, this is simply an option the DfT is exploring with stakeholders and no decisions have been taken, and even if a decision is taken to take the proposals forward, it would not actually take place until 2022 at the earliest."

Within a section of the document titled 'Skills and training', the DfT also confirmed plans to create a new National Train Driver Academy which, among other things, will develop a new train driver apprenticeship standard. ●

## A star is born

**Bombardier has presented the last-ever Electrostar EMU to be built at its Litchurch Lane site.**

In total, Bombardier has manufactured 2,805 Electrostar carriages since the original order was placed in 1999 by Prism Rail, which was later acquired by National Express.

The final train to roll off the production line, 387 174, will now be delivered to Great Western Railway, where 387s are operating passenger services out of London Paddington.

The platform has evolved significantly from the original Class 357 units. Electrostars now operate on the Southern, Southeastern, London

Overground, Greater Anglia and Great Western networks.

South Africa's Gautrain fleet, which was built in Derby, was also based on the Electrostar design. ●



## Fundraiser fight night



**Rail recruiter Daniel Forth-Rumley put his body on the line in a White Collar MMA Fight to raise money for Cancer Research.**

Daniel, 42, had been training eight to 10 times a week in the run up to the event, which has so far raised more than £14,000. His training schedule included a combination of kickboxing, Brazilian Jiu-Jitsu, boxing and mixed martial arts (MMA).

Although Daniel ultimately lost out to a more experienced opponent, he has already signed up for next year's event on May 19.

Daniel said: "I saw it advertised and thought it would be a great

way to achieve a personal goal of getting fit and losing weight, whilst raising much-needed money for a very good cause – Cancer Research."

"Along the way, I made some great new friends, who understood the emotions I was going through as they were going through the same thing."

"I have signed up to do the next one for two reasons: I lost. I am not a loser and will never quit and more money is needed for Cancer Research, and I am hoping to raise as much for them as I can."

You can support Daniel by visiting his fundraising page: [www.justgiving.com/fundraising/daniel-forth-rumley](http://www.justgiving.com/fundraising/daniel-forth-rumley) ●







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IMPOSED CUTS**

**END THE RACKET  
OF PRIVATISATION**

**Merry  
Merry  
Christmas**

AND A HAPPY, SAFE NEW YEAR



**“** RMT wishes everyone who works across the rail and transport industry all the very best for Christmas and the New Year – a time when many of our members are working round the clock out on the tracks keeping Britain moving.

Let's work together to make 2018 the year we turn the tide on the twin attacks of cuts and privatisation and start building a railway for the future that puts safety, access and quality first.” *Mick Cash, RMT General Secretary*

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## Schruyers joins Advance TRS

**Rail recruitment specialist Advance TRS has appointed Michael Schruyers as infrastructure director.**

Michael began his career within the rail industry in 2000 as a consultant. He specialises in permanent way and civils disciplines and found a particular niche placing stressing engineers on projects around the country. Most recently, Michael was rail director for Resourcing Solutions.

Michael, who is the latest in a series of high-profile appointments for the company, said: "As a goal-oriented person, I

found myself in a position where I had accomplished all the goals I had set out for myself.

"By joining Advance TRS, I feel my experience can really make an impact on the company, and Andy's enthusiasm has re-injected the fun factor into work." ●



## Ex-Abellio executive to head West Midlands Trains

**Jan Chaudhry-van der Velde has been appointed to lead West Midlands Trains (WMT), which will launch the new West Midlands franchise this month.**

On December 10, WMT will take over the West Midlands franchise from London Midland. Jan Chaudhry-van der Velde, who was previously Abellio UK's deputy managing director, leaves his role as managing director of Merseyrail to become WMT's managing director. He replaces Patrick Verwer, who announced his retirement before the new franchise was awarded.

Jan Chaudhry-Van der Velde said that it was an honour to take on the role in such an exciting time for the region.

WMT - an Abellio, JR East and Mitsui partnership - was awarded the West Midlands franchise in August, 2017. WMT announced its full management team last month ahead of its December launch.

Jan has been Merseyrail's managing director since 2015 and before that spent three years as Abellio UK's deputy managing director, where he played a critical role in the successful bid for the

ScotRail franchise.

In addition, Jan has been operations director at South West Trains, commercial director at Southern and operations and retail director at Thameslink.

He first joined the sector in 1989 as a British Rail general management trainee.

Jan added: "Performance and customer satisfaction levels at Merseyrail were best in class during my time there, and I'm looking forward to delivering similar improvements at West Midlands Trains."

Jan's deputy at Merseyrail, Andy Heath, is to be promoted to managing director following Jan's departure.

Andy has worked at Merseyrail for more than 20 years and said that the focus on his tenure will be on the delivery of new trains, modernising ticketing, and improving customer facilities at Merseyrail stations. ●

## Double appointment for Steer Davies Gleave

**Consultant Steer Davies Gleave has made a double appointment to its rail team.**

Helen Waters and Richard Aitken, who have both held a variety of roles within the sector, have joined the company to strengthen its rail team.

Helen has joined as an associate director to lead the expansion of Steer Davies Gleave's capabilities. She has previously worked as production director at a UK train operator and has held roles in franchise bidding and frontline rail operations.

Associate Richard Aitken joins Steer Davies Gleave from Keolis,

where he led and supported several bids and projects, including the TransPennine Express franchise tender and the successful TfGM Metrolink tram contract.

Prior to that, Richard spent five years in operations management for the Docklands Light Railway (DLR), developing timetables and resource plans for major events like the London Marathon and the 2012 Olympic and Paralympic Games.

Jim Richards, director of rail at Steer Davies Gleave, said: "We are delighted to welcome Helen and Richard to Steer Davies Gleave, adding significant experience to our great team". ●

## Houghton Appointment

**Houghton International, experts in traction motor repairs and overhauls, has appointed Steven Gilluley as its new rail technical account manager.**

Steven, an experienced fitter and armature winder, has worked in the rail industry for more than 30 years. In his new role, he will provide technical sales support and ensure the company is able to adapt its offering to an evolving market.

Steven said: "Having been aware of Houghton International for a number of years, they have a great reputation within the industry and I'm pleased to have joined an innovative and forward-looking company that is committed to supporting an evolving industry. Having spent time in their facility in Newcastle, I'm particularly impressed with the level of investment in the business both on its facilities and in its employees. They are not only committed to developing their own apprentices but also offer an apprentice exchange programme to support the development of skills industry wide.

"I have worked in conjunction with ROSCOs, TOCs and maintenance companies for

many years now and intend to bring this experience, along with my established supply chain relationships, to Houghton International. I will work on the ground and in depots with customers building on work to date to ensure they receive practical, proven and cost-effective solutions to their problems."

Michael Mitten, chief executive of Houghton International, said: "We are thrilled to have Steven as part of the team and are looking forward to working together to develop market leading technical support that meets our customers' requirement both now and in the future.

"The rail sector is a key growth market for Houghton International and we are confident that combined with our quality services and innovative solutions Steven will help to ensure we remain at the forefront of industry developments, supporting our customers through their re-tractioning projects and the introduction of new vehicles."

Houghton provides repair and maintenance services for AC and DC rail traction motors, HST alternators and motor alternator (MA) sets. ●



# Network Rail courts private investment with board appointment

**Two new supervisory boards headed up by Geoff Inskip will look to bring private investment to the West Coast, West Midlands and Chiltern routes.**

The West Coast and West Midlands supervisory board and the Chiltern route board will meet quarterly to discuss long-term strategy, with a particular focus on how Network Rail can attract more third-party funding.

Geoff was appointed jointly by Network Rail's London North Western route, Virgin Trains, West Midlands Trains and Chiltern Railways.

Geoff said: "I am delighted to be appointed as chair of the West Coast team at this exciting time for Britain's railway.

Working with rail industry partners and stakeholders, I'm looking forward to helping bring together 'track and train' in an integrated approach to driving improvements for passengers and business."

Martin Frobisher, managing director of Network Rail's London North Western route business, said: "I'm thrilled to have Geoff at the helm of our supervisory boards, which are a pivotal step towards our transformation into one truly customer-focused railway team. We and the train companies have invited Geoff to hold us firmly to account as we seek to be better at connecting workers to jobs, businesses to markets and people to their families and friends." ●

# Siemens Rail Automation names new MD

**Rob Morris, director of operations at Siemens Rail Automation, has taken over as managing director of the business, which specialises in signalling and control systems.**

Rob has taken over from Paul Copeland who has retired having spent four years leading the business from its head office in Chippenham.

In his previous role, Rob had been overseeing Siemens' signalling, digital rail and automation portfolio. Prior to joining Siemens in 2015, he had spent more than 10 years at Balfour Beatty.

Rob said: "Of course I'm thrilled to have been promoted to this position and excited at the prospect of leading our business in the UK.

"I'm fortunate to be working with an exceptionally talented and committed group of people and to be at the heart of an industry which is delivering infrastructure projects of

extraordinary scope, scale and complexity. I look forward to working ever-more closely with the team at Siemens, our customers and supply chain partners as we continue to safely and successfully deliver rail infrastructure projects across the UK."

Gordon Wakeford, managing director of Siemens Mobility Division UK, said: "We are delighted to appoint Rob to this position. Given his many years' industry experience, I know he will hit the ground running and that under his leadership, our business will continue to go from strength to strength. With his delivery, strategic relationship management and collaborative working experience, together with his unwavering commitment to safety, he has the perfect range of skills for this role. I would also like to take this opportunity to thank Paul Copeland who has successfully led the company for the last four years and to wish him well in his retirement." ●

# Hayward to head HS2 HR

**HS2 Ltd has appointed Neil Hayward as its new human resources director.**

Neil has previously held senior roles in human resources at BT, the Ministry of Justice, Serco Group and the Post Office. He took up his new role on November 13.

Neil has more than 20 years' experience helping to deliver improvements in public and private organisations at a senior level.

In his most recent role working for the Post Office, Neil helped to restore the company to profit under public ownership after years of significant losses.



HS2 CEO Mark Thurston said that the high-speed line's success will come from its people and that Neil's experience in implementing change will be "extremely valuable", especially as the company moves from developing to delivering HS2. ●

# EMTA appointment

**Ex-Tube Lines CEO and Transport for Greater Manchester's current chief executive has been appointed as the new president of European Metropolitan Transport Authorities (EMTA).**

Dr Jon Lamonte was appointed the new president at this year's EMTA conference in Manchester, replacing the outgoing Wolfgang Schroll, who is CEO of Vienna-based transport authority Verkehrsverbund Ost-Region.

The non-profit association brings together 26 metropolitan transport authorities from across the continent to enable the exchange of best practice, information, research and experience among members.

EMTA's general secretary Ruud Van der Ploeg was one of around 40 delegates who attended the conference. He said: "We are all faced with similar issues and it is extremely useful to visit different regions, experience different transport networks and learn from each other to support the betterment of public transport across the continent.

"It has been a great few days and I have been delighted to speak with fellow transport professionals and travel around Greater Manchester on what is a



very impressive and integrated network."

Jon Lamonte, who joined TfGM in February 2013, added: "I am delighted to have been named as president of this prestigious organisation, which carries within it a phenomenal amount of expertise and experience in the transport sector.

"I am confident that, by leading this body of extensive knowledge, TfGM will continue to benefit in terms of solving future mobility challenges."

Prior to joining TfGM, Jon worked as CEO of Tube Lines, a subsidiary company of Transport for London with responsibility for the operation of the Jubilee, Northern and Piccadilly lines. He also held senior roles in the RAF and Ministry of Defence. ●

# £300m Bond Street makeover complete

Transport for London (TfL) has unveiled a new-look Bond Street Tube station following a £300 million upgrade.

Capacity and accessibility have both been improved at Bond Street, which is one of central London's busiest stations with almost 40 million journeys made in 2016.

The creation of a new entrance and ticket hall on the north side of Oxford Street at Marylebone Lane has boosted the station's capacity by 30 per cent, while the new entrance will make Bond Street the 72nd Tube station to become step-free.



© TfL



© TfL

Preparatory work to build a step-free interchange to the Elizabeth line has also been completed ahead of services calling at Bond Street station in December 2018, when it is expected that passenger numbers will increase to around 225,000 per day. It also means

that the London Underground is a step closer to achieving the mayor's target for 40 per cent of the network to be step-free by 2022.

In addition, five new ticket gates, two new escalators and two new interchange tunnels have been added to the station. ●

## DLR begins next gen fleet talks

Transport for London (TfL) has issued an Invitation to Negotiate to the bidders shortlisted to supply the next generation of Docklands Light Railway (DLR) trains.

Four pre-qualified bidders have made it to the next part of the tender process: Alstom, Bombardier, CAF and a Siemens/Stadler consortium.

TfL plans to award the contract next autumn and the first new trains are due to go into passenger service in 2022.

The contract is for 43 new trains, which will allow TfL to remove the ageing B90/92 fleet

from service.

Jonathan Fox, TfL's director of rail and sponsored services, said: "This important step in the procurement process brings us closer to delivering the new trains needed to support the continued passenger growth on the DLR, which currently carries 122 million customers a year.

"These new trains will enable us to increase capacity on the network by up to 30 per cent, significantly improving the comfort, reliability and quality of our service for customers. They will also support the creation of further jobs and homes in the Docklands area." ●



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## Community rail ends 2017 on a high

**Winners at this year's Community Rail Awards in Derby demonstrated what's been a stellar year for the movement.**

Hosted by the Association of Community Rail Partnerships (ACoRP) in October, the awards received 201 entries and celebrated some of the community rail initiatives that are helping drive forward improvements on routes around the country.

The 13th annual awards was hosted by ACoRP chief executive Jools Townsend and the managing director of East Midlands Trains, Jake Kelly.

Winners included Purbeck Community Rail Partnership for its work to restore passenger services between Swanage and Wareham, and the Smethwick Rolfe Street station regeneration.

The Involving Children and Young People category, which was sponsored by Rail Media, was won by Devon & Cornwall Rail Partnership for The Carbon Reduction Challenge. A full list of

this year's winners can be found on ACoRP's website.

Professor Paul Salvesson MBE was presented with the Lifetime Achievement Award. Paul is the founder of the community rail movement, having set up South Yorkshire's Penistone Line Partnership in 1994 before establishing Community Railways - the precursor to ACoRP.

Jools Townsend said: "We are thrilled to recognise such an impressive range of work to engage communities in their railways at the 13th Community Rail Awards. These Awards recognise the important, often unsung, work by community rail partnerships, station friends and other groups across Britain. They shine a light on the wonderful activities happening across this growing and increasingly influential grassroots movement – and they help us to share good practice and spread the word about community rail's contribution to mobility, sustainability, prosperity and wellbeing." ●



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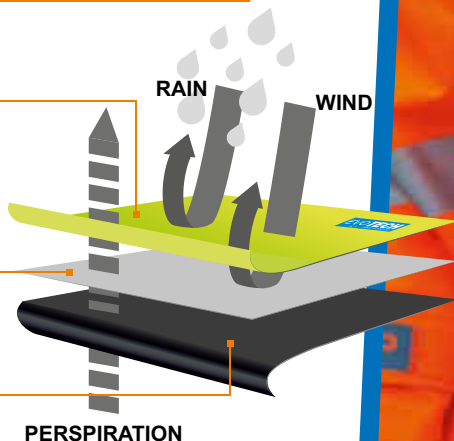
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# LASTING LEGACY

## RSSB's Bridget Eickhoff has become the 2017 winner of the IMechE's James Clayton prize



Bridget said: "I was amazed to learn that I had won this prize. As a mathematics graduate I was very fortunate to be offered an engineering role at BR Research in the fascinating technical area of vehicle-track interaction. In the late 1970s the increasing power of computers and the ability to undertake full-scale, on-track tests enabled us to develop software tools that still underpin the dynamics of modern railway vehicles."

### REAL ENGINEER

Bridget says it was always a goal of hers to become a chartered engineer and demonstrate that she was a 'real engineer'. She's become a dedicated supporter of the IMechE, helping the institution improve its training packages and lending her support to the annual Railway Challenge loco building competition.

"Together with colleagues across Great Britain and the international railway world, I have been involved in a range of areas, from studying the details of the wheel-rail interface and finding ways to mitigate derailment risk, to developing and supporting railway standards. The success of the DynoTRAIN project was certainly a highlight, working in a strong international team.

"Railway engineering continues to provide me with new and interesting challenges and it is rewarding to share my knowledge with other engineers. I hope that the recognition of the importance of railway engineering bestowed by this prize will encourage others to take a similar career path."

Professor Anson Jack, who put Bridget forward for the prize, said: "In my view, Bridget's contribution to the industry in her leadership of the GB standards process on infrastructure, her leadership of key elements of the DynoTRAIN project and her leadership of the industry activity to generate, approve and publish a strategy for the Platform Train Interface, mean that she will finish her career having left a significant and lasting legacy."

Bridget shared this year's prize with Professor Neville Jackson, chief technology and innovation officer at Ricardo, who was recognised for his work in the automotive sector. The prize was presented to this year's winners at the IMechE's annual luncheon on November 23. ●

## Honorary Fellowship for RSSB non-exec

**RSSB non-executive director Dr Dolores Byrne OBE has been presented with an Honorary Fellowship from the Institution of Engineering and Technology (IET).**

As well as her role within RSSB, Dr Dolores Byrne is a non-executive director of the nuclear decommissioning organisation Sellafield.

Through the IET, she has served as a trustee, vice president and as the first chair of the Impact Engineering Fundraising Campaign.

Dr Byrne, said: "I am honoured and delighted to receive this prestigious award of Honorary Fellow of the IET. It has been a great privilege and very enjoyable to work with so many inspiring and talented engineers and IET members across many industry sectors. Collectively we address some of the big challenges facing society and are at the forefront of innovation – I think that's a really inspiring message for young people entering the profession."

Dr Byrne formally accepted her Honorary Fellowship at the IET Achievement Awards on Wednesday November 15 in central London. ●



**F**orty years since joining the research arm of British Rail, RSSB's Bridget Eickhoff has been awarded the prestigious James Clayton prize from the Institute of Mechanical Engineers (IMechE).

The honour, which is named after the British mechanical and railway engineer James Clayton, recognises Bridget's ongoing contribution to the field of rail engineering.

Bridget began her career with British Rail (BR) Research in 1977. She joined as a mathematics graduate from Cambridge University but soon discovered a passion for mechanical engineering.

Following privatisation, Bridget joined AEA Technology Rail, which later became DeltaRail, and has been with RSSB since 2008, where she is currently principal infrastructure engineer.

### DYNOTRAIN

Recently Bridget was the GB lead for the EU's 'DynoTRAIN' project which sought to promote interoperability across Europe's railway network by reducing the costs associated with certification of new railway vehicles.

Bridget, who also won the 2016 George Stephenson Gold Medal, isn't the only member of her family to be awarded the James Clayton prize. In 1952, her great uncle, Professor Herbert Walker Swift, shared the prize. Although she didn't have the opportunity to get to know him, Bridget says she is still in touch with Professor Swift's family.





## Steaming into the space age

The National Railway Museum (NRM) in York is to host astronaut Tim Peake's spacecraft, Soyuz TMA-19M, during its UK tour next year.

The 1.5-tonne capsule will be displayed alongside the likes of Mallard and Evening Star from January 17 thanks to a partnership between Samsung and the Science Museum

Group, of which NRM is a member.

Soyuz TMA-19M carried Tim Peake to and from the International Space Station (ISS), where he was stationed between December 2015 and June 2016.

The exhibit includes a virtual reality (VR) experience, narrated by Tim Peake, which will allow visitors to experience what it's like to make the 250-mile journey to the ISS.

National Railway Museum director, Judith McNicol, said: "It's hard to express how excited we are to be hosting Soyuz in our museum in York. The Soyuz capsule represents one of history's most incredible technological feats, and this is an unmissable opportunity for visitors young and old to see the craft that took Tim Peake all the way to the Space Station and back.

"Due to the National Railway Museum being part of the Science Museum Group, it allows us to host such a unique part of science history and is the start of an exciting new adventure for the museum."

Tim Peake said: "You do become very attached to your spacecraft because it definitely does save your life. I'm absolutely delighted that my Soyuz spacecraft, the TMA-19M, is going to be returning here to the UK and may serve, hopefully, as inspiration for our next generation of scientists and engineers." ●



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## Two unexpected arrivals have made headlines on the South Western Railway network - newborns Reign and Sophia.

Reign Brandao was born at Waterloo station on October 16 while Sophia Mercurelli started her journey aboard a South Western Railway service on November 10.

"The raspberry leaf tea that I had must have really worked!" said Evelyn Brandao, who was travelling into London Waterloo from Woking when she told a train guard she was about to give birth.

Staff phoned for an ambulance and met Ms Brandao at Platform 13 but Reign could not wait. He was born in the first aid room weighing 6lbs and 8oz and was later taken to St Thomas' Hospital. He is believed to be the first baby born at Waterloo station in its 170-year history.

Meanwhile South Western Railway has been celebrating its first ever 'train baby' after mother-to-be Noemi Mercurelli went into labour on a train service between

## Waterloo arrivals



Evelyn and Reign Brandao, partner Hervon Charles and station manager Justyna Sylva.

Waterloo and Farnham stations.

Thanks to the quick response of train guard Martin Miller, station staff and responders from St John's Ambulance, Noemi was assisted off the train at Surbiton station and later gave birth to Sophia at the hospital.

Afterwards staff arranged to meet Noemi and Sophia to spoil them with some presents – including a baby-grow that reads: "My journey started on South Western Railway". ●

## Keltbray opens Warwickshire depot

**Rail electrification specialist Keltbray Aspire has opened a new plant depot in Rugby.**

The 20,000 sq ft site on the Dunchurch Trading Estate will maintain Keltbray's fleet of overhead line electrification road/rail vehicles.

Keltbray said its team had outgrown its Parafield Road site, which is also in Rugby.

The new depot was opened by Keltbray Group's chief executive, Brendan Kerr. He said: "The new Dunchurch facility is strategically placed with regards to our work on all of the UK's major rail infrastructure projects; be it in the north, south, east or west. It also meets all of our other requirements, and I am delighted to see how the organisation and utilisation of the site has come together and been so smoothly commissioned.

"I am delighted for the 22-strong team based on site, and grateful to them for their hard work and dedication. This facility is a great improvement and positions us well for continued growth in the rail electrification arena. It will make a great difference to the wellbeing of the team and boost our maintenance efficiency." ●



## New masts for MML

**Electrification of the Midland main line (MML) to Corby is now up to speed, with the first OLE masts installed outside Kettering.**

Forty masts were installed on the route last month - the first masts to be erected along the MML corridor since the line was electrified between London St Pancras and Bedford more than 40 years ago. In total, 240km of new overhead line and 1,700 steel structures will be installed.

Despite cancelling the full electrification of the line to Sheffield, Network Rail has described the MML's £1 billion upgrade as the biggest programme of works on the route since its completion in 1870.

In November, the Carillion Powerlines joint venture was awarded a £260 million contract to complete the electrification of the MML to Corby. The installation of overhead catenary is due to be completed by December 2019.

Preparatory works to electrify the entire MML to Sheffield had already begun when the DfT

announced it was cancelling the scheme in favour of bi-mode trains, which will operate as EMUs until they reach Corby where they'll switch to diesel power.

Carillion was also awarded a separate £62 million contract to upgrade the track infrastructure along the same section of the MML.

Additional projects included within the MML upgrade include the remodelling of Derby station, line speed improvements between Bedford and Market Harborough and improvements at Market Harborough station.

Rob McIntosh, LNE & EM route managing director at Network Rail, said: "Reaching this landmark step on the upgrade of the Midland mainline has real significance. It brings us a step closer to transforming rail travel for passengers in the East Midlands region as well as those travelling through it.

"Coupled with our projects elsewhere on the route, this upgrade will bring real, meaningful benefits to the communities and economies our railway serves." ●







## ScotRail hits its target

**More than £50,000 has been raised by the ScotRail Alliance for charity MND Scotland - exceeding its target for this year with five months to spare.**

Of the £51,154 raised, almost half came from fundraising activities undertaken by ScotRail Alliance employees. The charity has also benefited from collections at stations and free advertising space.

MND Scotland provides care for those affected by motor neurone disease and helps

fund research into the condition.

When the ScotRail Alliance and MND Scotland partnership was announced in May, the target was to raise £150,000 over three years. The alliance hit its target for 2017/18 five months early.

ScotRail Alliance managing director Alex Hynes said: "MND Scotland is an absolutely fantastic organisation that is doing some great work to support motor neurone disease patients and their families, as well as working to find a cure." ●

## Banking on exec search success

**Geoff Banks, founder and managing director of ie people, says he believes his new venture can challenge the world of executive recruitment in the transport sector both in the UK and overseas.**



A rail recruiter with more than 20 years in the industry, Geoff previously oversaw group sales and business development at RTC Group prior to launching ie people and has previously worked as an internal recruiter for CH2M and Bombardier Transportation. He also sits on the Rail Supply Group's SME council board.

"We believe that many clients who work with or utilise traditional recruitment services are generally fed up with the service feeling cold and transactional," said Geoff.

"There is consistent change in the way recruitment services are delivered, many client companies opting to bring recruitment in-house or, in some cases, client organisations literally outsource recruitment, usually to a larger national or international recruitment provider."

He said he wants to address the central issue of a "lack of partner trust" that can cause these scenarios to occur and offer a hybrid solution to support clients that focuses on better customer service, both for client companies and candidates.

"The foundations on which ie people has been created match perfectly with the need for a better, more focussed customer experience for both client companies and the candidates that these businesses seek to hire. We also firmly believe that we can help clients understand the benefits of complete inclusivity and agile hiring methods." ●

## Report while you ride

**Transreport, an app that allows passengers to report faults on their train directly to the train operator, is being rolled out on London Midland services.**

Using a smart phone or tablet, passengers can report anything from a broken toilet to vandalism. The app, which is free to download, then informs the operator, providing detailed location data down to the exact carriage.

The app is now available on IOS and Android. Prior to its launch, London Midland staff had been trialling Transreport app.

Transreport was one of several tech start-ups that was part of Labs by London



Midland - an accelerator programme run by the operator to help innovative tech companies bring new products to the rail market.

Transreport was one of 10 companies that were supported through the programme's initial cohort. ●



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# Metros backed in budget



**Britain's urban rail and light rail networks were among the winners in Chancellor Philip Hammond's Autumn Budget.**

The Government has assured the Tyne and Wear Metro that £337 million will be made available through the National Productivity Investment Fund (NPIF) to replace the system's train fleet.

Nexus managing director Toby Hughes said: "I don't need to tell you how important this is for Metro, public transport in North East England and our whole economy."

"I would like to thank you for your support in a campaign that truly united our region, bringing together Metro passengers, the business community, politicians from all parties, the media, and many other friends and partners. Together we have been able to show the value we place on transport infrastructure as a means to drive the economy and growth."

"Today is also a vote of confidence in what Nexus delivers, through our on-going investment programme in Metro's infrastructure, the roll-out of smart ticketing and our plans to further extend and develop Metro and local rail services."

Nexus has said that these trains will enter passenger service from 2021.

There was also good news for Midland Metro, with £250 million confirmed for its Brierley Hill extension. ●



## IOSH addresses risk

**Rail safety professionals have been encouraged to make the most of technology and data to manage risk.**

George Bearfield, RSSB's director for systems safety and health, said the industry is more high-risk than others because of close interaction with the public, exposure to the weather and ageing infrastructure, and urged the industry to develop new systems by taking advantage of technology.

He added: "We need to embrace this brave new world of data and make the most of the opportunities that it provides."

George was one of the speakers at the Institution of Occupational Safety and Health's (IOSH) annual rail conference, held in Nottingham on November 9.

At the conference, the subject of change, including Network Rail's devolution of routes and

new ways of working between major industry bodies, and how it could destabilise established measures of risk controls and introduce new hazards, was discussed.

Joining George was speaker Stuart Calvert, early contractor involvement lead for the Digital Railway Programme, who advocated the use of smart monitoring systems. He said these can provide huge data analysis of railways in real-time, meaning more scheduled maintenance and fewer risky situations for employees.

Providing an example, Stuart added that technology can be used to check for issues on signalling systems, reducing the need to do high-risk surveying work on busy lines.

After the conference IOSH's chair of rail Keith Morey said: "As our industry changes, it is key that we don't lose sight of worker protection. It must remain a priority." ●

# ORR urges industry learn lessons from West Marina death

**London and South Eastern Railways (LSER) and Wetton Cleaning Services Limited have been fined £2.5 million and £1.1 million respectively for failings that led to the death of a cleaner at West Marina Depot in 2014.**

The ORR, which brought the prosecution against the two companies, believes it sends a sobering message to the rail industry.

Roger Lower, 46, died after falling onto a 750-volt live rail during a shift in May 2014.

Guildford Crown Court was told that ORR inspectors found "a culture of cutting corners". Inspectors found that protection boards, which should have been fitted at the time, were not used.

Ian Prosser, HM Chief Inspector of Railways, said: "Our thoughts are with Mr Lower's

family and friends at this difficult time. The failings by Wettons and Southeastern were unacceptable and show the consequences of not abiding by health and safety, including the provisions of the law. As always, ORR is committed to monitoring compliance and taking tough enforcement action when necessary, as this tragic case demonstrates."

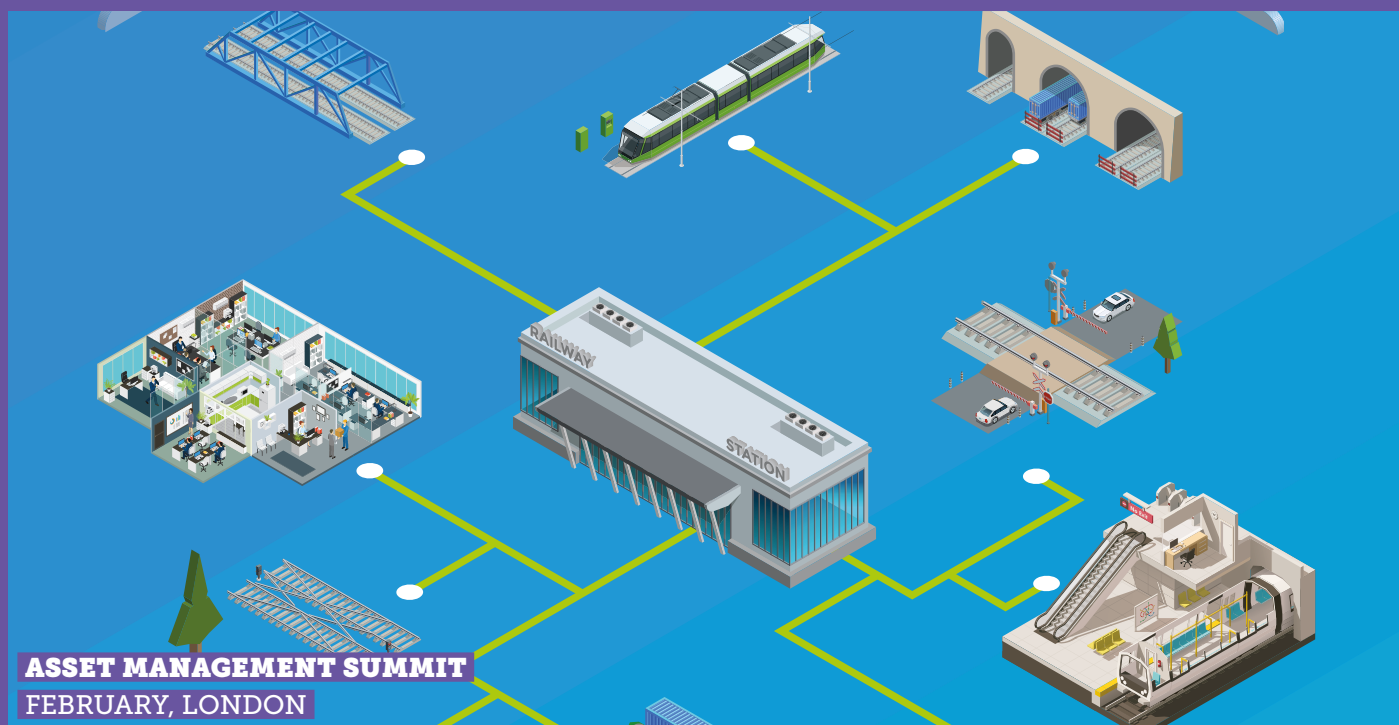
Southeastern issued a statement following the sentencing. Managing director, David Statham, said: "We deeply regret that we did not prevent the death of Roger Lower. At Southeastern, we set ourselves high safety standards underpinned by robust procedures. We recognise that on this occasion there's more we and our contractors could have done to meet those high standards. That is why we took decisive action immediately after

this incident, commissioning an independent review to identify lessons learnt, which included the introduction of additional safety checks and the installation of extra safety equipment." ●

**Full report is on page 24 of Colin Wheeler's Track Safety article.**







## ASSET MANAGEMENT SUMMIT FEBRUARY, LONDON

# EVENTS

### DECEMBER 2017

#### ECML POWER UPGRADE - THE HIDDEN PROJECT

4th December

York

[www.railwayoperators.co.uk](http://www.railwayoperators.co.uk)

#### 10TH ANNUAL SCOTTISH RAIL CONFERENCE

5th December

Edinburgh, Scotland

[www.mackayhannah.com/conference](http://www.mackayhannah.com/conference)

#### ROLLING STOCK MAINTENANCE

6th - 7th December

London

[www.rolling-stock-maintenance.com](http://www.rolling-stock-maintenance.com)

#### DEVELOPING A TRANSPORT STRATEGY FOR THE MIDLANDS

14th December

Birmingham

[www.westminsterforumprojects.co.uk/conference-diary](http://www.westminsterforumprojects.co.uk/conference-diary)

#### RFEM - CHRISTMAS LUNCH

15th December

Cathedral Quarter Hotel

[www.midlandsrail.co.uk/events/rfem-christmas-luncheon-2017/](http://www.midlandsrail.co.uk/events/rfem-christmas-luncheon-2017/)

### JANUARY 2018

#### HS2 - NETWORK RAIL INTERFACES

9th January

Crewe

[www.irse.org](http://www.irse.org)

#### NEXT STEPS FOR INTELLIGENT MOBILITY & DEVELOPING A SMART TRANSPORT SYSTEM

11th January

London

[www.westminsterforumprojects.co.uk/](http://www.westminsterforumprojects.co.uk/)

#### HOW AND WHY SUPPLY CHAIN LEADERS SHOULD CHAMPION CUSTOMER CENTRICITY INITIATIVES

16th January

London

[www.ciltuk.org.uk/pages/psf/strategicrail](http://www.ciltuk.org.uk/pages/psf/strategicrail)

#### FTNX THE NEXT GENERATION TELECOMMUNICATIONS NETWORK FOR THE UK RAILWAY

16th January

York

[www.irse.org](http://www.irse.org)

### FEBRUARY 2018

#### THE EDINBURGH HYPERLOOP STORY

1st February

Edinburgh

[www.youngrailwayprofessionals.org](http://www.youngrailwayprofessionals.org)

#### ANATOMY OF A RAIL DISASTER

6th February

London

[www.theiet.org](http://www.theiet.org)

#### IEP MAINTENANCE FACILITY TOUR

14th February

Doncaster

[www.railwayoperators.co.uk](http://www.railwayoperators.co.uk)

#### ASSET MANAGEMENT SUMMIT

28th February

Addleshaw Goddard, London

[www.railsummits.com](http://www.railsummits.com)

### MARCH 2018

#### RAIL PROCUREMENT SUMMIT

8th March

Addleshaw Goddard, London

[www.railsummits.com](http://www.railsummits.com)

**GUIDE TO UPCOMING EVENTS IN THE RAIL INDUSTRY**  
**THE NEXT FEW MONTHS, AT A GLANCE**

# THAMESLINK'S NEW YEAR RESOLUTION

Marc Johnson joined Thameslink's project director Mark Somers to see the progress being made outside London Bridge ahead of a major closure this Christmas

*It is the most  
resignalling  
that's ever been  
on a live rail*

**T**he start of 2018 will signal the beginning of the end for the £6.5 billion Thameslink programme. The project team will hand back the railway on January 2, completing the final major blockade of one of the most complex railway projects of the Network Rail era.

Since work began on the project in 2009, there have been around 4,500 possessions, 128 major track stageworks, eight major signalling commissions, including several major closures to remodel the railway that links New Cross Gate and New Cross stations in Lewisham with London Bridge and Blackfriars. In total, Network Rail will have installed 154 new switches and crossings and more than 40 km of new track by the time the railway is handed back in January.

As well as permanent way infrastructure, a huge amount of new signalling equipment has been installed which will become the foundation of the UK's first ETCS signalled network.

For passengers, London Bridge is the face of Thameslink. The station, described as the first of London's major main line stations, has been completely rebuilt and re-imagined to cope with future passenger numbers.

"In order to deliver Thameslink, a 30 per cent increase to capacity on the Thameslink route, you have to remodel the railway, completely change the layout of London Bridge," said Thameslink's project director for rail systems, Mark Somers, as he prepared to conduct one of his regular walkthroughs of the site.

Mark remembers when initial plans were being drawn up for Thameslink in the mid 1990s. "The problem was always how do you do London Bridge while still keeping 54 million passenger journeys a year," said Mark. One option would have been to close the station completely for two years. "That wasn't palatable," he said.

Network Rail eventually opted to carry out the redevelopment of London Bridge over the course of five years between 2013 and 2018. Until the project is complete, cross-London Thameslink services have been diverted away from London Bridge as the station's configuration is switched from nine terminating platforms and six through platforms to nine through platforms and six terminating platforms.

## REMOVING CONFLICT

Stood in front of a large map of the track layout around London Bridge, Mark explained some of the preparatory works that were being conducted ahead of the Christmas closure. The simplest way to describe what is happening around London Bridge is to say that it's all about removing conflict. The new layout will create dedicated routes for Thameslink, Southern and Southeastern services. Two new major structures - the Bermondsey Dive Under and the new Borough Viaduct - will allow services from the South East to Charing Cross to avoid clashes with trains travelling between Brighton and Blackfriars.

Work was completed on the low-level section of the route (Sussex routes) in Christmas 2014. The focus is now on restoring the high-level station - the Kent and Thameslink routes.

The Christmas closure is, in many ways, the final piece in the puzzle for Thameslink. Lines one to eight will be



There have been 128 major track stageworks since work began in 2009.





st complex  
/remodelling  
been done  
ilway



Project director  
Mark Somers

Work being  
undertaken  
on one of the  
signal gantries  
outside London  
Bridge.



Passengers heading south out of London Bridge may have spotted the green crosses spray painted on to some of the old signalling equipment. The markings are there to highlight what needs to be removed during the Christmas closure.

"This is the real challenge at Christmas," said Mark, explaining the work that will be undertaken to replace the legacy signalling equipment on lines one and two, which will remain in service right up until December 23. "From the 23rd onwards, we've got to »

closed during the blockade. Following the works, the final third of the concourse is due to open and the last five platforms - one to five - will be brought back into service, with four and five becoming dedicated Thameslink platforms. Between January and May 2018, driver training will be carried out through London Bridge before the new timetable comes into effect. The station will be capable of accommodating 16 Thameslink trains per hour (tph) in each direction. However, a phased introduction will see 18

tph travelling through the core route between Blackfriars and St Pancras in May 2018 increase to 24 tph in December 2019 when ATO and ETCS is introduced.

For anyone unfamiliar with the project, the track layout and remodelling at London Bridge is fiendishly complicated - more than half a billion pounds will have been spent on systems alone by the time it's all over. Mark, however, could recite the new track layout in his sleep, having spent a large portion of his career delivering these kinds of major projects.







Paul Cross,  
programme manager.

take all of the existing signalling out because the new signalling on these two lines is in different positions."

### THEN THERE WERE TWO

Joining the industry as an apprentice in 1978, Mark began his career in the signal box at London Bridge. By the time the station becomes fully operational in January, all but two of the signallers will have moved over to the new signalling control centre at Three Bridges. The signal box will remain in use while two other resignalling schemes are delivered, but in 2020 it will close for good - just a couple of years shy of its 50th birthday.

Mark says he plans to have a rest once the project is complete, although it still seems premature to think about life after Thameslink. "I've been doing major resignalling schemes and remodelling stuff like this since 2002. As you can imagine at times it gets a bit stressful when you're trying to always hand the railway back."

Thankfully for Mark, the load has been shared across his experienced team - some of who were even brought out of retirement to support the signalling design work.

The project has also provided a challenging learning environment for many apprentices, including 12 within the railway systems team. There have been apprentices spread across the project, working on the signalling and track activities as well as in administrative and commercial roles. Two apprenticeship schemes have been created specifically for the London Bridge programme.

Mark added: "We had to have the best



possible team that we could get to deliver this job because it is the most complex resignalling/remodelling that's ever been done on a live railway like this."

Despite the pressures of delivering such a major programme of work, Thameslink has run relatively smoothly.

"The remarkable thing about this programme, and certainly the thing I'm most proud of, is when we finalised the staging

strategy we took that staging strategy, and the master action plan, we took that to the board to approve in 2012 and we're still on programme."

When London Bridge officially reopens on January 2 it won't be the end for the Thameslink team. Shop fit-outs and general snagging will continue until Thameslink services return in May and a project 25 years in the making finally comes to an end. ●



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with

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REPORT BY COLIN WHEELER

# THE POLITICIANS WANT TO CHANGE PSUEDO- PRIVATISED RAILWAYS

**T**o improve safety and productivity we need railway engineers who are accountable for their actions and workers, supervisors and managers who listen to each other and want to make our railways work.

## RECORD FINES OF £3.6 MILLION PLUS COSTS!

On May 24th 2014 father of two Roger Lower began his night shift at the West Marina Depot at St Leonards on Sea near Hastings in East Sussex. He had been working for Wetton Cleaning Services for just three months and was being paid the minimum wage. Wettons were contracted by the London and Southeastern Railway Company to clean their trains in the depot which the company leased from Network Rail.

### Protection boards were not used

The shift was scheduled to begin at 10 pm and he arrived soon after that time. He was working alone cleaning the outsides of the trains using a long handled broom which he dipped in cleaning fluid before hosing down

using a spray gun. The cleaners worked with the third rail 750 volt DC power on, but were supposed to use GRP protection boards.

Later investigations concluded that the boards had not been used for a very long time. They were stored leaning against the buffer stops some distance from the shed. They were heavy and when used had to be mounted onto wheeled blocks so that they could be moved along on kick rails. Two people were needed to put them in place.

### Working live at West Marina

At Slade Green and Gillingham Depots the relevant tracks can easily be isolated so that live working is avoided and at Ramsgate raised walkways are provided keeping staff away from the live line equipment. The protection boards at West Marina may not have been used since 2008.

In October 2010 cleaning activities were transferred to another location only to be reintroduced back in March 2013. However a landslip in January 2014 resulted in cleaning at West Marina Depot being again suspended until after the relevant line was re-opened in April 2014.



Colin Wheeler.

### Pronounced dead at the scene

On May 24th a "B" cleaner was acting as deputy shift supervisor, although she had received no training for that role. A meal break was scheduled for 0130 am. At around 0230 am Roger Lower was seen getting a hose soon after another train set arrived on number 3 road. At 0300 am he was seen by a colleague opening the door of a carriage from which he had dropped a cleaning cloth. His colleague reminded him of the proximity of the live rail.

Within minutes he was found lying on the live rail. Not knowing the whereabouts of an emergency telephone, the fellow worker who found him, used his mobile phone to call the acting deputy shift supervisor asking her to get the power switched off and to call 999 for an ambulance. Tragically Roger Lower was pronounced dead at the scene by the attending paramedic.

### No boards, no gloves, no training and no emergency phone

The Office of Road and Rail (ORR) reports that risk assessments and the method statements derived from them were not being followed. The protection boards had only been used when the visit of a senior manager was arranged. Staff signed forms without reading them, failed to wear rubber gloves and used their mobile phones whilst working in the shed where they also smoked.







Their employer's area manager did not visit the shed when on the site but remained in the office. They also comment that there were no emergency switches on site with which to isolate individual track roads.

### **They pleaded not guilty!**

Surprisingly, both the London and Southeastern Railway and Wetton Cleaning Services pleaded not guilty to the charges brought against them!

The ORR reported that they "found a culture of cutting corners which exposed workers to serious risks including: relying on paperwork rather than checking what was actually happening at the depot; failing to ensure safe systems were in operation; inadequate training and supervision."

The ORR served prohibition notices on Wettons and Southeastern on 28th July 2014 prohibiting "all manual cleaning work on train exteriors undertaken from ground level adjacent to live conductor rails or live train parts which are not suitably insulated or covered."

### **£3.6 million plus costs**

On November 17th at the end of a trial lasting four and a half weeks at Guildford Crown Court the two companies were both found guilty on one charge each of breaching general duties to an employee and three of breaching health and safety regulations.

Both companies must pay £162,000 in costs together with fines; £1.1 million by Wettons Cleaning Services and £2.5 million by the Southeastern Railway Company.

ORR's Chief Inspector Ian Prosser commented that their "failings were unacceptable and show the consequences of not abiding by health and safety regulations." To the best of my knowledge these fines are the highest levelled so far for health and safety breaches in the rail industry.

### **Listen to those who do the work**

My thoughts and those of the ORR are with Roger Lower's family, colleagues and friends. If there is to be any benefit from this case I hope it will be a

managerial realisation at all levels that managers and supervisors including managing directors and chief executives as well as supervisors, charge-hands and workers must always make time to personally check that working at track level is being carried out safely and as prescribed.

In my experience listening to people at the sharp end is essential; they often know how the work could be safer and more productive, but few listen to them!

### **PADDINGTON – TELEVISED TRACK ENGINEERING FAILURE**

You may have been following the series on television featuring real life events at Paddington Station. As filmed, (and doubtless seen by millions) when the Paddington to Penzance InterCity 125 passenger train started its departure from Platform 2 on August 20th it stopped abruptly at 1157 having derailed. »



Both wheels of the leading axle of the power car and the right hand wheels of the trailing bogie had derailed due to gauge spread. Fortunately the speed was low and there were no injuries.

However disruption was caused with both platforms 1 and 2 being out of action until 0400 hours on August 22nd. The platform road has to be cleansed of toilet waste periodically and the rails are supported on longitudinal timbers. The right hand ones were heavily decayed and were no longer sound enough to support trains and retain gauge and alignment.

As the train moved off the right hand rail moved under the weight of the train allowing the first, third and fourth right hand wheels to drop into the four-foot.

### As soon as practicable!!

The failed timbers had been identified as requiring replacement during an engineer's inspection. Astonishingly the annual inspection report merely noted that they required replacement "as soon as practicable".

The work had been planned for June 2017 but was postponed due to Great Western Electrification works and rescheduled for September 2017.

The recently published Rail Accident Investigation Branch (RAIB) Safety Digest notes that the detailed visual examinations were constrained by the form of construction which meant that only two of the four sides of each timber could be easily examined. Why were no cores taken?

### Engineering accountability

The regime I worked under as a railway civil engineer was easily understood. The track patroller had the authority to stop trains running if he found an engineering reason to do so.

More often he would refer his concerns

upwards to his section supervisor and then onwards if necessary to the local, divisional or even regional engineer. I recall confrontations I had with a senior Intercity Manager when I had to impose speed restrictions which resulted in delays that could not be made up with the recovery timings in the published timetable.

Recently a former colleague reminded me of a standard interview question, posed to aspirant permanent way maintenance engineers - "when a rail weld defect needs replacing within 24 hours would you let the Royal train over it first?"

Failing to answer no would render any candidate un-appointable! Engineering priority markings set the timescale within which work had to be completed to avoid a speed restriction or line closure. "As soon as practicable" would never have been acceptable!

### Train collision with three engineering trolleys

At Clapham in North Yorkshire on August 25th this year a passenger train collided with three engineers' trolleys according to the RAIB report published on November 1st. The passenger train was the 0924 Leeds to Morecambe service. It ran into the trolleys at Settle Junction on the Carnforth Line between Giggleswick and Clapham North at a speed of 34 mph.

Network Rail staff had been working on both lines positioning sleepers in the Down line cess ready for overnight installation work.

### Which line is the Down?

The cause of the accident was "an incorrect understanding of which of the two lines was the Down line" by the COSS

(Controller of Site Safety). This led to the wrong track being handed back when he contacted the PC (Protection Controller) who was communicating with Signallers and arranging the protection of work groups that morning. The report says "the configuration was not covered by the safe system of work plan."

A track-worker warned the train driver. His efforts resulted in the driver making an emergency brake application reducing the train speed from 58 mph down to 34 mph on impact. One trolley and several sleepers became wedged under the train which ground to a halt some 108 metres beyond the point of collision.

### Nine rails broken

On October 30th the DB Cargo Robertson (Milford Haven) to Westerleigh train caused considerable track damage between Ferryside and Llangennech. The train was stopped on its approach to Llangyfelach Tunnel some 70 miles from Robertson.

Nine rails had been broken and there was considerable damage to level crossings and signalling equipment. The train was hauling 29 loaded tank wagons. Examination of the leading wagon revealed disintegrated brake rigging on its leading bogie and the trailing bogie wheels had significant wheel flats.

Components of the braking system were hanging down and had been dragged along the tracks. The leading wagon was loaded with 76 tonnes of diesel and the other wagons were all loaded with petroleum products.

RAIB's preliminary examination indicates that the wagon brakes were released when it left Robertson but were reapplied at some point during the journey before the wheels started to turn again in the Ferryside area.

### The way forward

When our railways were managed in regions and divisions civil, signalling and telecommunications, plant and machinery, mechanical and electrical engineers had defined responsibilities including the power to restrict or even stop the movement of trains.

Those responsibilities were delegated to track level but decision making was then escalated as necessary. I remember engineers who got it wrong who left the industry very quickly!

I recall being advised that if I got it wrong I would be provided with legal assistance in court, but if found guilty I could lose both my job and my pension. This assisted our decision making! I recall the dedication felt by many that they must always do what was right for the railway. We need to return to those values! ●





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# "Flatbread" dilemma closes Norwegian rail tunnel

Falling concrete lining likened to flatbreads closed the Lieråsen tunnel, which connects Asker and Lier stations on the Drammen line in Norway, for more than two weeks between November and December.

Bane NOR, Norway's state-owned rail infrastructure manager, said the tunnel lining had begun to peel away so easily that it was necessary to fully renew it for safety reasons.

On the Bane NOR website, project manager Rune Olsen describes the pieces of old lining as being like flatbreads.

Work was carried out between November 18 and December 4 to remove the existing spray concrete lining and apply a new layer.

This work is part of a wider upgrade project for the Lieråsen tunnel which will continue until summer 2021. ●



© Trond Strandsberg

# Alstom delivers its longest Citadis tram to Ireland

The first new trams for Luas' Green line extension has been delivered to Dublin.

The Alstom Citadis trams are 54.6m-long and are the rolling stock manufacturer's longest model.

Built in La Rochelle, France, it is the first of seven trams that have been purchased for €35 million by Transport Infrastructure Ireland.

They will run on the Green line extension of the Dublin tram network, which is part of the Cross City transport project.

Once all seven trams have arrived they will be assembled at Alstom's site in Sandyford and then undergo safety testing and commissioning. They are expected to enter service in February 2018.



Alstom UK's customer and operations director Nick Phillips said: "It is another important milestone in our long and successful partnership with Transport Infrastructure Ireland.

"Dublin was amongst the first cities in the world to order our first tram in the Citadis range 15 years ago, and will now be the very first to try our longest model.

"We look forward to starting work on the final assembly and testing so that passengers in Dublin can enjoy these trams." ●



# Vegetable oil powered trains in the Netherlands

Arriva has placed an order for vegetable oil hybrid diesel trains to operate its Northern Lines services in the Netherlands.

Swiss manufacturer Stadler will supply 18 two-car Hydrotreated Vegetable Oil (HVO) hybrid diesel trains - described by the company as the first train in the world to combine regenerative technology with a HVO engine.

This new Stadler product line has been called the 'WINK'. They are 55.5m long and can travel at a maximum speed of 140km/h.

The train has been designed in such a way that it can be converted from diesel into a battery-powered multiple unit when partial electrification of the lines is completed in the mid-2020s.

Arriva was awarded the Northern Lines contract in July

this year. The first HVO trains will go into service in 2020.

As well as placing a €170 million order for new hybrid trains, Arriva has committed to installing batteries in all of its existing fleet of 51 Stadler GTW trains.

Arriva Group chief executive Manfred Rudhart said: "As one of Europe's largest transport operators, we are proud to be delivering into service world-first Flirtino trains for our Dutch customers. This is a major step towards creating a future where transport across Europe is cleaner, greener and more sustainable.

"Our investment in these new green technologies shows our commitment to ensuring that the environment remains top of the transport agenda across our operations in mainland Europe - an area which is an important growth engine for Arriva." ●





# Victoria reveals new high-capacity metro trains

**A consortium of Plenary, Downer and CRRC have revealed a mock-up for the high-capacity metro trains project.**

Evolution Rail, which is manufacturing 65 trains for use in the state of Victoria, Australia, has conducted a thorough evaluation of the design with the help of drivers, technical experts, Metro Trains Melbourne, focus groups and Victoria's public transport access committee.

The 39m mock-up is two-carriages long and includes the driver's cabin. The trains feature more allocated spaces for wheel chairs and mobility devices, improved real time passenger information, a greater number of hand grabs and hand rails and improved CCTV for increased passenger and driver safety.

The new trains will be built with 60 per cent local parts and will be able to carry 20 per cent more passengers than the existing Melbourne fleet.

Evolution Rail CEO Philip Walker said: "Stakeholders have had a chance to walk through and experience certain features of the train and their feedback is now helping us further refine and validate the train design."

"This represents the first major contractual milestone for the project that sees Evolution Rail closer to finalising the design of the trains that will be the biggest and best on Melbourne's metropolitan network."

The new trains will enter service from mid-2019 on the Cranbourne-Pakenham lines, with the final fleet being dedicated to the Sunbury to Pakenham corridor, following the completion of the Metro Tunnel project. ●



## California HSR names early operator

**The California High-Speed Rail Authority (CHSRA) has confirmed that DB Engineering and Consulting has been awarded an early train operator services contract.**

The announcement comes a month after CHSRA ranked the consortium - which consists of DB, Alternate Concepts, and HDR - above three rival bids in the race to secure the deal.

CHSRA board chair Dan Richard said: "Today's board action is a major step forward for California's High-Speed Rail Program."

"Bringing on an early train operator during the current design and development phase

of the program will allow us to infuse commercial thinking into the design of the system, including station layout, technical specifications, and strategies to improve asset performance and control costs."

"As far as we know, this approach of bringing a commercial operator into a design phase is unique for major infrastructure projects."

As early train operator, the consortium will assist CHSRA with planning, designing and implementing the nation's first high-speed rail programme.

CHSRA said that it anticipates issuing a notice to proceed for this contract in the coming weeks. ●

## Hyderabad Metro open for business

**The prime minister of India Narendra Modi has inaugurated the first stretch of Hyderabad's new metro system.**

Modi described the project as a "significant infrastructure project that will benefit the citizens of Hyderabad" as he travelled on sections between Miyapur and Kukatpalli stations.

The 72km metro is made up of three elevated corridors: Miyapur to LB Nagar; JBS to Falaknuma;

and Nagole to Shilparamam. It is set to tackle the growing traffic woes of Hyderabad.

Hyundai Rotem rolling stock will run on the network following the award of a 261.4 billion won (around €204 million) for 171 cars in 2012. They have a maximum speed of 80km/h and are equipped with LCD passenger information screens.

In 2012, Keolis was awarded the contract to operate passenger services and maintain the route. ●



© CHSRA



# DRIVING FORCE

## POWERLIFTING TRAIN DRIVER STEVE COKAYNE RECALLS HIS JOURNEY TO THIS YEAR'S INVICTUS GAMES COMPETITION IN TORONTO

**G**rabbing a set of 25kg weights, Freightliner's Steve Cokayne talks me through his warm up routine. We meet at the gym he trains at in Leicestershire on a Friday morning. It's been a long week for Steve, who has been working in the North West as a site driver for the upgrade works between Preston and Blackpool.

Steve enlisted in the Royal Artillery in 1985. Three years into his service, while on a training exercise on the Isle of Man, he seriously injured both his legs after he fell around 40 metres during a climb. "Unfortunately my legs took all the impact," said Steve, who was only 20 at the time. "I had fractures to my left leg which healed normally but my right leg was totally mashed."

The extent of Steve's injuries meant he had to be discharged from the army and in 2009, following countless operations, the decision was made to amputate his right leg below the knee. It was an easy decision, said Steve, and one that has opened up opportunities he would never have dreamed of.

### PERSONAL BEST

In 2002, Steve joined Southern as a train driver. He was back at work just four months after his amputation and said he found little difficulty adjusting - in part because of the advance of prosthetics in recent years. One of Steve's five prosthetic legs has even been designed with extra ankle movement to make it easier for him to walk on ballast.

In 2012, he and his wife, Barbara, moved to the Midlands. Steve, who was nominated in the Train Driver of the Year category at the RailStaff Awards 2017, now works for Freightliner, based out of the company's Rugby depot.

Last year, Steve received an e-mail through from Help for Heroes asking if he'd be interested in taking part in the Invictus Games - a multi-sport competition for injured military veterans fronted by Prince Harry. "I knew about Help for Heroes. I never knew there was a component within that called Band of Brothers and Sisters and that part was just basically set up for people that were wounded on active service or doing their military service," said Steve.

In September, Steve was part of the British team that travelled to Toronto to compete at the Invictus Games. Although Steve took part in powerlifting, shot put and the 100 metres, it is the former where his passion lies. He comfortably bench presses 90kg as we chat and, thanks to the help of his trainers at Simply Gym in Hinckley, he managed a personal best in the competition with a lift of 126kg.

Steve, who turned 50 in October, is targeting a medal in the middle weight category at next year's competition and recently improved on that personal best with a weight of 140kg, which would have been enough to win a medal in that category this year.

The standard of the field is clear. The powerlifting competition, which was held in an ice hockey stadium, was won by UK competitor Martin Tye with a lift of 188kg - almost 30 stone. What's more, unlike the traditional bench press technique where the lifter's legs are planted to the floor, the rules require all competitors to lie flat on their back with their legs up.



Steve Cokayne training at his Leicestershire gym.



REPORT BY MARC JOHNSON



## GOOSEBUMPS

Steve said he was staggered by the reception all the competitors received while they were out there. "It's amazing," said Steve. "I got to meet President Obama. Harry's all over the place... He's just like a good mate now."

Swiping through his phone, Steve has countless photos and videos from his time in Canada, including footage of him getting a VIP police escort through Toronto. He starts playing another video he took of the UK team's bus arriving for the opening ceremony. "We were told there might be a few people outside the Air Canada Centre," said Steve. There were actually thousands of people there to greet them. "The goosebumps that I had when I got there."

Steve hopes to continue to be part of the UK's Invictus Games team in the coming years. He and several of his fellow competitors have been invited to attend the BBC Sports Personality of the Year ceremony in Liverpool in December.

The first powerlifting training camp for the 2018 games in Sydney will be held at the start of next year but, with fewer spaces available, competition will be fierce. As well as powerlifting, Steve is planning to try out for athletics, cycling, archery and indoor rowing. He's also set his sights on becoming team captain.

Steve said he is now becoming more involved with other aspects of the work undertaken by Britain's military charities. In January, he will be working with actors at a London theatre to learn how to tell his story through a course organised by Blesma – a charity for limbless veterans.

"People think the Invictus Games [is just about] people that have been shot/blown up in Afghanistan, where 40 per cent of the people that went out this year were injured not through Afghanistan, like myself, but have had genuine accidents on exercise."

## MASTER OF MY FATE

Like many of his teammates, Steve has had Invictus Games tattoos done as a reminder of his involvement. He has the Invictus Games logo on one bicep and two lines from William Ernest Henley's Invictus poem on the other, "I am the master of my fate, I am the captain of my soul".

Steve will discover his fate in May when the 2018 team is announced. Until then he plans to continue to train hard so he can return in 11 months' time with more stories to tell. ●

# HISTORY OF LONDON BRIDGE STATION

## LONDON BRIDGE - THE FACE OF THAMESLINK - IS THE FOURTH BUSIEST RAILWAY STATION IN THE COUNTRY AND A KEY GATEWAY INTO THE CAPITAL

It is London's oldest major railway station and was described by the Thameslink programme as dark, cramped and overcrowded, falling short of passengers' expectations. London Bridge station has been long overdue a rebuild.

Having opened to the public on December 14, 1836, as part of the London and Greenwich Railway (LGR), London Bridge has a long and rich history.

### BOOM YEARS

It might have been a small operation compared to the planned post-Thameslink station: two platforms vs. 15; a booking hall and company offices vs. the biggest passenger concourse in the country; but LGR knew there was money to be made. During the railways' boom years in the 1840s, LGR sold track access to its elevated line and the London Bridge terminus to companies wanting to enter London from the south east.

London & Croydon Railway (LCR) was the first to make such an arrangement and the likes of the London & Brighton Railway and South Eastern Railway followed.

But in 1839, the simple station's now complicated history was set in motion when LCR opened its own station building to the north of LGR's.

As more and more railways between London and the south east were authorised, further agreements were entered into by LGR and LCR for access to London Bridge using LGR's railway viaduct. Such was the growth that LGR widened the viaduct in the 1940s to improve capacity.

The layout of these busy lines meant there was often a dangerous track crossing for trains to reach their respective sides so in 1844 LGR and LCR swapped stations. LGR's old station was demolished in the process and to cope with high demand a new terminus was opened in 1844, though only partially built.

Two years later LCR and the London & Brighton Railway merged to form the London, Brighton & South Coast Railway (LBSCR) and the South Eastern Railway (SER) left the partnership to establish Bricklayers Arms station. That venture was short-lived however, SER agreed new terms with LGR and returned to London Bridge soon after.

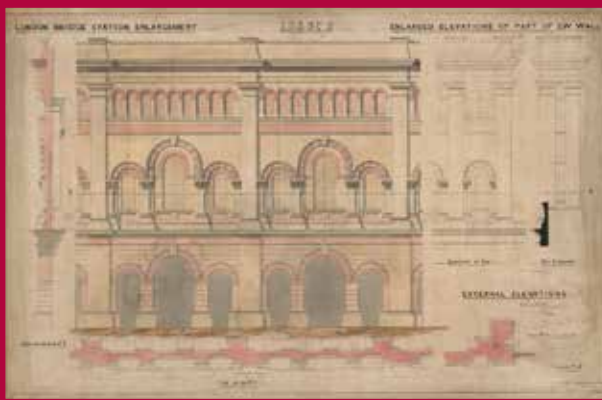
LBSCR took over the unfinished station building and demolished it in 1849. In 1850 SER built a dividing wall, physically separating their north side of the London Bridge station site from LBSCR, and set about building their own terminus. LBSCR did the same on their side.

During the 1850s and 1860s traffic and passenger numbers at London Bridge steadily increased as new lines were developed, taking the railway further into the city.

In 1864, SER's side of the station turned into a through station with the line extended northwards to the new SER terminus at Charing Cross, which tapped into a lucrative commuter market. LBSCR's station remained a terminus with platforms added to cope with additional traffic.







## Confusing and congested

In 1923, the Southern Railway took control of both stations and set to work uniting the two by opening out the dividing wall and building a footbridge between the two. Nevertheless the layout was still confusing and congested for passengers.

By the late 1960s, London Bridge had once again reached capacity and British Rail undertook a major redevelopment of the station. This work saw the installation of a new signalling scheme and new station concourse, which opened in 1978.

In the 21st century, London Bridge once more found itself at the epicentre of major change when its £1 billion development was announced as part of the wider Thameslink project. Its new concourse, the majority of which has already opened, will



unite the two halves of the station for the first time for passengers, meaning all platforms can be accessed from one place. As part of this work, sections of the station's old roof were donated to Vale of Rheidol Railway in support of the heritage line's new narrow-gauge railway museum.

Major construction at London Bridge began in 2013 and, if the programme of work goes ahead as planned, work will be complete by spring 2018.

It might have the same name as the original 1836 terminus but the London Bridge station of 2018 will be very different. The story of London Bridge is one of continued change to meet new demands and with the population of London estimated to grow from 8.7 million to 9.8 million by 2025, the next project might be sooner than expected. ●

# EAST MIDLANDS DRAFTS RAIL MASTERPLAN

STEWART THORPE ATTENDED THE RAIL FORUM EAST MIDLANDS (RFEM) TO GET A FLAVOUR OF THE REGION'S BIG PLANS

It might often be overshadowed by its West Midlands neighbour which continues to press for greater devolution and has positioned itself at the centre of Britain's high-speed rail route map, but quietly the East Midlands is making significant strides forward for its 2033 showcase.

## 'RAIL DEVOLUTION LITE'

In June this year, a new regional transport board met for the first time. Hoping to replicate the success of Transport for the North and Transport for West Midlands, senior leaders of the East Midlands' local transport authorities came together for the soft launch of Transport for the East Midlands (TfEM).

On the agenda for the inaugural meeting was the transport strategy for the East Midlands' HS2 station at Toton; the three-year plan for Midlands Connect, which is the transport arm of Midlands Engine; and the East Midlands rail franchise competition.

Leicester's mayor, Sir Peter Soulsby, is the group's chairman and Lincolnshire county council's transport portfolio holder, Richard Davies, is his deputy. TfEM members meet on a quarterly basis with the Department for Transport (DfT) and Network Rail.

It doesn't possess the same powers as its sister organisations but the formation of the board is a statement of intent from the local transport authorities that they are working more collectively and

collaboratively. Currently the transport board is working in partnership with the DfT on an informal basis to support the next East Midlands rail franchise, an important pre-HS2 award to secure the building blocks for Phase 2's 2033 opening.

Such is the importance that one representative – David Young of consultancy firm SCP Transport – was seconded to London to work with DfT to inform the franchise's invitation to tender documents and support the consultation process, which closed in October. The franchise's current timetable stands as follows:

- April 2018 – invitation to tender process launches;
- Spring 2019 – contract award;
- August 2019 – the next East Midlands franchise begins.



All photos © Inside Out



Maria Machancoses opens RFEM.





TfEM secretariat Andrew Pritchard described the board's relationship with DfT as "rail devolution lite" and said that the region now has more purchase than it did previously.

As part of its work with the DfT on the next franchise, Andrew said that TfEM wants to get away from rebranding after each new award in order to build trust between passenger and operator. The recently launched West Midlands Rail was one example TfEM hopes to replicate.

Andrew added that over time the public will see the TfEM brand become more prominent as it establishes a long-term

role in the management of the franchise to ensure it remains locally responsive.

"Not everything can be managed out of London and it's important there is some local accountability," said Andrew, speaking at RFEM.

"We're not looking to replicate the direct management and responsibilities that have been taken on by Rail North or West Midlands Rail, but we are looking for a seat around the table and to influence and shape things and help the department and the train operating companies make the most of what they've got in the East Midlands."

## CONNECTING TOTON

Outside of London, the East Midlands HS2 interchange at Toton will be the best connected station on the network, with seven trains per hour passing in each direction - four from London and three from Birmingham.

It will directly serve the current population of around 8,238 in the ward of Toton and Chilwell Meadows, Nottinghamshire, but will be expected to serve a far greater catchment area and connect the East Midlands' major cities.

Toton is situated between the cities of Nottingham and Derby. There are direct bus services to both cities but only by finding the perfect solution to improve the speed and capacity of this connectivity, as well as Leicester and East Midlands Airport, will the wider economic potential of HS2 in the East Midlands be unlocked.

The obvious solution is to extend the existing Nottingham Express Transit (NET) tram line from its current terminus at Toton Lane for one mile to the East Midlands HS2 station, as has been proposed by the East

Midlands HS2 Strategic Board (EMHSB). This would involve the least amount of work and would link the station to Boots' Beeston headquarters, the Queen's Medical Centre and Nottingham's city centre. Nevertheless, the tram's journey time from Toton to Nottingham's city centre is already more than 30 minutes, which would add a significant time to the proposed 51 minutes high-speed journey from the East Midlands station to London, if it is also a stopping service.

Towards Derby and East Midlands Airport, EMHSB has considered a bus rapid transit, further NET extensions and - should it become a viable technology - a tram-train solution but it said that further work is required to determine the best routes and modes.

Another option put forward by EMHSB is the introduction of classical conventional "shuttle services" from the station to Nottingham and Derby. There would be four of these services per hour, per direction, including stopping and non-stop services. »





Design for the East Midlands Hub at Toton.



Local bus company Trent Barton has also contributed to the debate, putting forward suggestions for a future bus route from Toton to Derby using a mix of guided and unguided segregated bus ways, lanes and smart priority signalling. Inspired by designs in Cambridge, these guided busways could run on concrete rather than steel rails.

Nevertheless, with Royal Assent yet to be given, plans for HS2 Phase 2, never mind the rails, are not yet concrete, but it is crucial that the high-speed line is talked about as part of a wider transport strategy if it is to reap the wider economic benefits.

## OVERDUE INVESTMENT

Sir John Peace delivered the perfect case for better east-west transport connectivity in the Midlands by his late arrival for RFEM's annual conference.

Sir John, the Lord-Lieutenant of Nottinghamshire and the chair of the Midlands Engine, took more than two hours to travel from Newark to Pride Park, a journey of around 40 miles. Explaining the thinking behind his choice of travel, Sir John said he thought that taking a cab to Newark station, to get on a train and a cab

to reach his final destination would have taken him even longer. Yet, if Sir John had taken the train to London, St Pancras International station for example, the more than 120-mile journey would have taken him an hour and a half.

"In terms of investment into the Midlands, the reality is, for the past several decades, we have underinvested," said Sir John, referring particularly to the East Midlands. "Let's not kid ourselves, the reason we have these problems on our roads and railways is not because we didn't have the vision, it's because we underinvested and underestimated the growth of population, the complexity of society and the economy that has been created. The first thing we have to do is play catchup but, more importantly, we need to get out ahead."

Summarising Midlands Engine's Vision for Growth, Sir John said that connectivity is key to drive economic growth in the region - which has underperformed compared to other regions - and to close the gap between the gross value added (GVA) of the Midlands and the UK average by 2030. Leaving such issues as Brexit and the

scrapped electrification schemes in the past, this will be achieved by contributing to the industries of the "new industrial revolution", such as artificial intelligence, autonomous vehicles and HS2.

In Sir John's absence, Maria Machancoses opened the conference by discussing Midlands Connect's vision for the region.

Maria, the organisation's director, said it is also working with DfT to help inform transport policy to make sure the region makes the most of HS2. Crucially, she said, improvements aren't just for the benefit of the region but the country because the regional's central transport infrastructure is important for the UK.

One scheme Midlands Connect is keen to implement by 2024, to improve east-west connectivity, is improvement work in Birmingham. New Street station has provided no

added capacity, said Maria, and signalling and platform work needs to be conducted at Snow Hill and Moor Street stations. This would allow for up to 10 extra trains per hour in and out of Birmingham, linking with the likes of Leicester and Nottingham.

In the Autumn Budget, Midlands Connect was given £5 million to develop plans for rail upgrades in the Midlands.

Returning to EMHSB, Andrew Pritchard said one of its key asks, and another way that east-west connectivity can be transformed, is by opening - at least partially - the East Midlands' HS2 station in 2030 rather than 2033, which won't necessarily add further cost to the project, he added.

If that demand is satisfied, the East Midlands' big ambitions and the wider economic benefits will come to fruition sooner than anticipated, as will its chance to step into the limelight. ●

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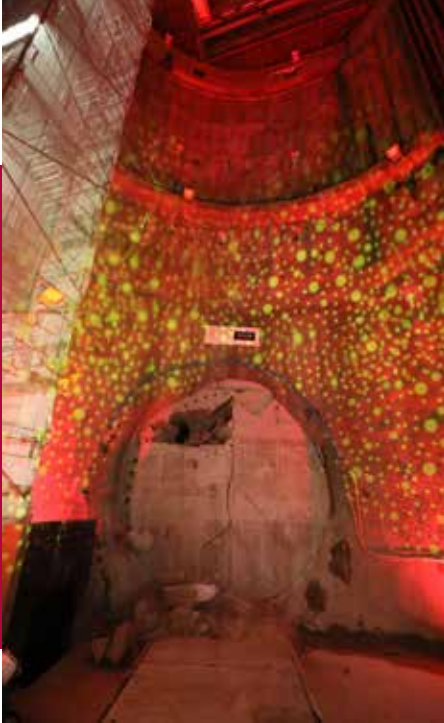




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# AMY'S BIG BREAK

## KENNINGTON BREAKTHROUGH FOR NORTHERN LINE EXTENSION TBM

**A**my, one of the two tunnel boring machines that has been constructing the Northern line extension in the capital, has broken through at Kennington. Members of the Ferrovial Agroman Laing O'Rourke joint venture mining team crowded around Amy's giant cutting face for the traditional breakthrough photo on November 8 - several months after she started her journey from the portal at Battersea Power Station.

Amy followed her sister Helen, who completed her drive at the end of October. The pair of TBMs has now completed the 3.2km twin-bore tunnel that will link the Charing Cross Branch of the Northern line to Battersea, via a new station at Nine Elms.

### 24 HOURS A DAY

Launched in the spring, the TBMs have been running 24 hours a day, seven days a week to construct what is the first major extension of the Tube network since the Jubilee line extension.

Work to fit out the tunnels will soon begin and a closure is planned over Christmas to connect up the existing Kennington loop to the new tunnels. TfL still hopes to complete the extension in 2020.

London's Transport Commissioner, Mike Brown, said: "I'm delighted to welcome the two tunnelling machines to Kennington after their epic journey.

"Both machines have had to navigate a challenging, congested path under south London which included sewers, power cables, a Victorian-era well, and existing Victoria and Northern line tunnels.

"This achievement brings us a significant step closer to the delivery of the first major Tube extension in nearly two decades."

TfL said the cutter heads would now be craned out of the shafts at Kennington. The TBMs themselves will be lifted out in pieces at the Battersea end.

The breakthrough was also attended by the Chief Secretary to the Treasury, Liz Truss, who said: "It's very exciting to see this new phase of the Northern line delivered. Great infrastructure, including the Tube, is vital to a thriving London. That is why we backed this important project which is supporting thousands of jobs and new homes in our capital. And that is why we are backing projects across the country that will help drive enterprise and growth."

### NEW MEETS OLD ON THE NORTHERN LINE

One of the most complicated engineering challenges presented by the Northern line extension was how to connect the existing Tube tunnels at Kennington with the extension's new, larger tunnels.

Linking the two required a novel solution. Engineers working on the extension actually built the new tunnel around the original cast iron-lined Kennington loop tunnel and then removed the old tunnel ring by ring.

The original tunnel, which has now been dismantled, was built in 1926. Two-hundred-and-eighteen segments were removed from the Kennington Green and Kennington Park sides, weighing 220 tonnes. The entire project was completed in a single weekend possession.

David Darcy, project director, said: "This is a huge landmark for the Northern line extension, achieved with the highest regard for the health and safety of every team member.

"This, for me, is a most satisfying aspect of this complex operation - not one incident, no-one with even a scratch in the difficult handling of 220 tonnes of cast iron.

"The exemplary performance in that single weekend means further weekend possession time that had been provided for the dismantling work is now used for preparatory works for the 10 days blockade at Christmas, reducing the risk involved in the intense works to be done in those 10 days." ●



# I BUILT

## RAILSTAFF HAS SPOKEN TO SOME OF THE TEAM RESPONSIBLE FOR MANCHESTER'S NEW ICONIC RAILWAY BRIDGE AHEAD OF ITS OPENING THIS MONTH

The ambition and scale of the Ordsall Chord project has given MPs and other local leaders plenty of opportunities to dust off their favourite superlatives.

It was a project of firsts - both for Manchester and the country as a whole. The structure is the UK's first network arch bridge and the world's first asymmetrical rail bridge. Its completion also signifies the first time the city's three largest stations (Piccadilly, Victoria and Oxford Road) have all been linked together.

More than 4,000 tonnes of steel was used to construct Ordsall Chord. Three major blockades were required to deliver the structure and two of the biggest cranes in the country had to be brought in to lift the two 600-tonne arches into place.

The engineers who have designed and delivered the chord have had to work within a confined construction site to deliver a huge new piece of infrastructure alongside the Grade-I-listed bridge - built by George Stephenson in 1830 - which carried the Manchester-Liverpool railway to the former Liverpool Road station.

Six trains an hour off-peak will initially use the link when it opens in December, connecting Victoria and Oxford Road and providing services from the Calder Valley direct to Oxford Road. Further improvements will be needed to create the capacity at Manchester Piccadilly. The project had originally included the provision of two new through platforms at Piccadilly. Network Rail says this is still on the table and that it is waiting for a decision from the Secretary of State regarding its application for the construction of platforms 15 and 16.

The project sits at the centre of a £13 million investment in the North's transport infrastructure. On November 9, Rail Minister Paul Maynard installed the final rail clip and provided a ceremonial ending to the project. To celebrate its completion, RailStaff is featuring several members of the team that will be able to tell their grandchildren that they helped build the Ordsall Chord. ●

# ORD



**Not too long ago Natalie was living in Monaco, travelling the world working as a deckhand on multi-million pound super yachts. She traded that lifestyle in to join the railway industry and went straight into the Ordsall Chord project team.**

"It's been fantastic to be honest," said Natalie, explaining the approach taken by the integrated project team. "It's just changed the way we approached the project from the get go."

Natalie has worked as a project management assistant within the integration team for Network Rail. The role has involved keeping stakeholders in the loop and ensuring everything is in place prior to major blockades. Natalie is now working towards becoming a scheme project manager. She said: "I've done lots of travelling and to come home and be part of something so iconic, I'm just bursting with pride really."

The highlight for Natalie was the demolition of Chapel Street Bridge. "They had five arches to go in and it was all done; it was just seamless."

Reflecting on the project as a whole, she said: "Keeping such a close eye on everything whilst maintaining everybody's safety was a big ask, but we had such a fantastic team." ●

**Natalie Todt, project manager assistant, Network Rail**





# ORDSALL CHORD



James is a chartered engineer and has more than 20 years' experience in major project and programme management. He joined the Ordsall Chord project in early 2014 as the signalling, power and comms (SP&C) lead.

Constructing the bridge itself was just one part of a much wider programme. The project also included the most complicated resignalling scheme to be delivered in the North West for the last 40 years, said James.

James said: "Collaboration has been key to our success across the organisations and stakeholders involved. Fundamentally this project would not have been successfully delivered if it was not an alliance; with a single target cost to ensure collaboration. I've been proud and privileged to have worked on a great project with great people." ●

**James Davies, senior project manager, Siemens »**



The opening of the Ordsall Chord marks the end of 20 months of "solid work" said Paul, who joined the project in February 2016 after talking to former colleagues about the project.

"By the time I'd got there, the majority of the early planning had been done and the long-term planning had been done. It was actually about executing the plan," said Paul. "When I started in February about eight weeks later we did the first major blockade."

Paul joined the rail industry as a trainee and has spent the past 10 years delivering

conventional plain line, S&C renewals and high output track renewals.

He described the Ordsall Chord project as a "whole different monster" because of the challenge of delivering such a complicated scheme in the middle of a busy city.

Paul's official end date is December 22 - at which point he'll pack up his things and return home to York to work on the Transpennine route upgrade. He sees the Ordsall Chord as a once-in-a-lifetime experience. "I don't think I'll get involved in anything as complex and challenging as this in my career." ●

**Paul Bolton, lead engineer CRE, Amey**







Before she joined D2 Rail in 2015, Alesha had been planning the construction of Australia's mining railways. Delivering brand new infrastructure alongside one of the oldest railways in the world, in the middle of one of the largest metropolitan areas in the country, is a very different proposition.

Alesha, who studied at the University of Newcastle in New South Wales, has looked after the construction planning for weekend works across the Ordsall Chord scheme. She admits that she hasn't had a weekend to herself for over a year, spending a large portion of her time out on site helping to manage the interface between the various construction and engineering disciplines.

Alesha said she had been fascinated by the many archaeological and historical elements of the project, but also by the opportunities she had to pilot new technology, including providing programme updates via smartphone. "I had the freedom to be a bit more experimental."

From her office on site, Alesha saw the project progress from start to finish. Now finished, she, like many of her industry colleagues, has moved onto the Transpennine upgrade scheme. Alesha said she is still very happy in the UK and sees plenty of opportunities ahead. "There's so much for me still to learn here and so much to offer me as well... The opportunities for growth, especially for planning, is huge." ●

**Alesha Hancock, project planner, D2 Rail**



**Patrick had to call on his 33 years of civil engineering and infrastructure experience while overseeing the civils construction of the main River Irwell bridge, Trinity Way viaduct and the restoration of listed structures.**

He joined the scheme at the start of the main construction phase, having been transferred to the project. He praised the collaboration across the construction disciplines.

Patrick said: "As an engineer, I feel humbled that I am part of the team which has changed



the landscape of Manchester on a project situated next to George Stephenson's first commercial rail line. It is not very often that you can say in life that you made history but with this project we have.

"All my family has been up to look at the various stages and after Christmas we'll all be sitting on the train crossing the chord. I will have my grandson with me and in 50 years, when my grandson is a grandad, he'll be able to tell his grandson that his grandad was part of this landmark project." ●

**Patrick Cumming, project manager, Skanska BAM JV**



# YOUNG RAIL PROFESSIONALS

## PROMOTE, INSPIRE AND DEVELOP

**W**hat a year it has been for the YRP! As ever it has been full and varied, with lots of events put on across the regions, another excellent annual dinner, and culminating in a very successful rail week.

Our members have hosted career fairs, spoken in schools, attended conferences and won awards. It is so uplifting to think that once again we have helped inspire so many young people to consider a career in the rail industry, and helped those who are already here to build networks, and indeed make friends in the rail industry that will be so useful in our careers.

### LOOKING FORWARD

When YRP was founded in 2009, one of its key aims was to promote, inspire and develop the next generation of railway talent, and bring together people from all aspects of the industry. We would like to thank our corporate sponsors, who do so much in helping us to achieve this goal, and ensure that we can keep delivering against our aims.

As we look forward to 2018, we know there is so much still to do, and our work is as important as ever. The diversity targets for the railway industry are still not where they need to be and, with limited funding available, the industry as a whole will need to work harder and smarter to run our world-class railway.

However, once again we have a fantastic set of events coming up; the annual dinner which this year is hosted by the East Midlands region in the wonderful Derby Roundhouse, a new charity event 'The Great Rail Bike Off' in aid of the Railway Children charity as well as more technical seminars and talks, more ambassador activity going into schools and universities.

We are always keen to attract new members to YRP and if you would be interested please do not hesitate to contact us via our website, where we can answer any questions you might have and you can sign up. Additionally, if your company would like to consider being a corporate member then again, please contact us via the website and we can let you know the different options that are available.

### CHRISTMAS

With 2017 drawing to a close, YRP are celebrating yet another successful year inspiring and connecting rail professionals! As is now tradition, you are invited to come and join us in our celebrations as we celebrate the beginning of the festive season in style. Each route is hosting a Christmas Party, please do come and attend, you'll have the opportunity to meet likeminded professionals and expand your networks and we would love to see you. You can sign up on the website at <https://www.youngrailpro.com/>.

YRP is excited to announce the launch of 'The Great Rail Bike Off' in aid of the Railway Children, our charity of choice. This exciting event is a 100-mile sportive cycle, linking key railway towns and hubs from London to the midlands finishing with welcome home fizz and food at Network Rail's Westwood Development Centre.

YRP is assisting the Railway

Children in the organisation of this event and we are hoping for as many people as possible to participate so that this can become an annual event.

For more information, please contact Katie Mason [events@railwaychildren.org.uk](mailto:events@railwaychildren.org.uk). Participation can be individual or in a team, and we look forward to raising as much money as possible for this brilliant cause. ●


**YOUNG RAIL  
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# FIRST DRIVER APPRENTICESHIP TAKE TO THE CONTROLS

**M**ore than 1,200 hopefuls applied to join the industry's first train driver apprenticeship scheme launched by Virgin Trains. A cohort of 30 high-calibre candidates were offered interviews following psychometric tests devised by Virgin Trains and the RSSB, with three successful applicants navigating their way through the 16-stage recruitment process.

The year-long trial programme was launched in February in partnership with the Associated Society of Locomotive Engineers and Firemen (ASLEF) trade union. It will see apprentices trained in all the aspects of the train driver role and shadow train drivers, but it won't be confined solely to the driver's cab.

In addition to English, Maths, ICT and PTS training, the scheme's pioneers will also shadow station staff and learn about control and command and safety and fleet management to gain an appreciation of how the role fits into the train company's operations.

To further familiarise themselves with the Virgin Group's mentality and see how another side of the transport business works, the apprentices also visited Virgin Atlantic's head office in Crawley.

## APPRENTICESHIP LEVY

Sam Edwards, a former apprentice from Virgin Trains' RedTrack graduate programme, has helped to shape the scheme since September 2016 and is now overseeing its delivery alongside Virgin Trains' head of drivers, Nick Chadwick.



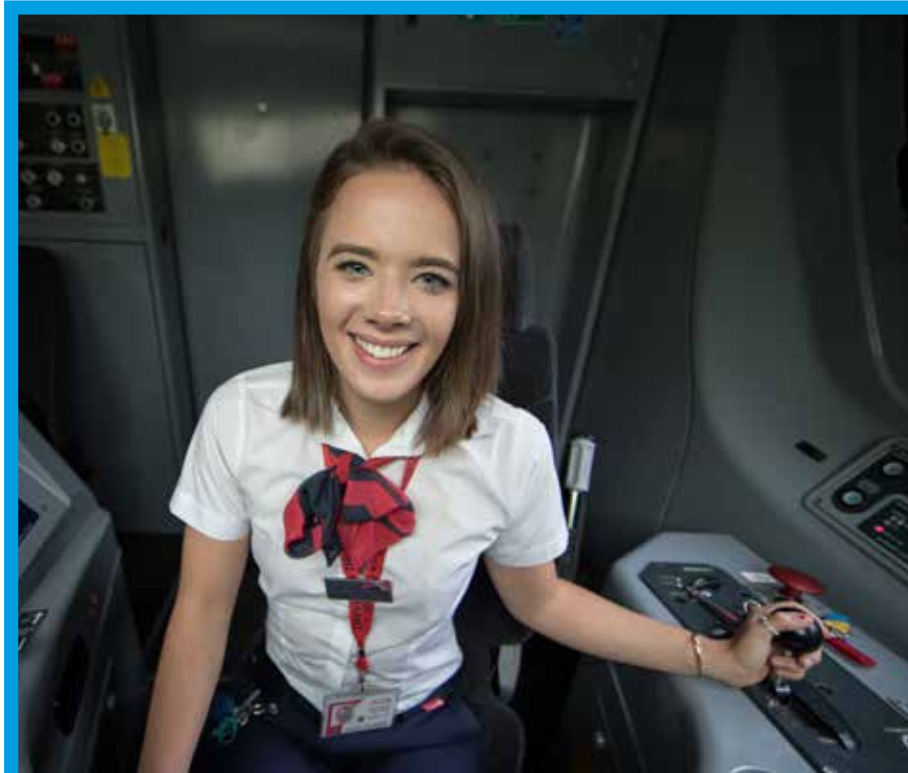
Nick has been credited with creating and managing the first driver apprenticeship programme in the UK and picked up the Rail Manager of the Year gong at the RailStaff Awards in October because of his "visionary leadership" and for fostering a positive culture change throughout the company. He came up with the idea, prompted by the introduction of the apprenticeship levy, to encourage fresh blood to join the train driver profession.

During the days of British Rail, driver training was conducted at regional centres but nowadays it falls to each train or freight operating company - there are, however, plans to launch a National Train Driver Academy. Currently the majority of drivers are more than 40 years old.

Patrick McGrath is the human resources director at Virgin Trains West Coast. He said: "We are delighted to be launching the first ever train driver apprenticeship scheme alongside ASLEF.

"At Virgin Trains we believe in giving our staff the tools to innovate and it's great to see that one of our former apprentices has used his skills to truly shake-up the industry.

"It's clear that the appetite for high-quality training in the rail industry is still there and we look forward to inviting the next generation of train drivers to come join us at Virgin Trains."





# APPRENTICES



L-R: Joe Wilson, Samantha Jones, Simon Tyrer.



ASLEF's district organiser Kevin Lindsay added: "We welcome this joint initiative and look forward to continuing developing the driver apprenticeship scheme with Virgin West Coast Trains as this is a great opportunity to bring young people into the rail industry and particularly the driving grade."

## FIRST THREE

The first three apprentices to join the programme are Joe Wilson, 19, from Liverpool; Samantha Jones, 24, from Manchester; and Simon Tyrer, 29, from Preston.

After trying his hand out at a motor vehicle apprenticeship, Joe decided to follow in his father's footsteps while Simon turned his back on managing a phone shop to pursue a train driving career.

Samantha is the only one of the trio with any experience in the rail industry having previously worked onboard trains.

She said: "I'm so happy to have

the opportunity to be able to dive straight into this apprenticeship and build on the skills I'll need as a driver. It's given me a clear picture of what the role is actually like and everyone has been so supportive along the way."

Although the apprenticeship scheme has proven successful,

as things stand it is not yet known whether the scheme will be renewed.

One lasting legacy of the programme is that it could produce the youngest ever train driver on the national rail network in the post British Rail era. Joe, who is old enough to drive a

train on the underground but not mainline routes, will begin the driver training programme with his fellow apprentice graduates in 2018. Should he prove successful, Joe will pick up his train driving licence on his 21st birthday - beating his dad, a fellow train driver, by four months. ●





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